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**THE
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RESERVIST

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EIGHTH DISTRICT WINS WASCHE AWARD

During the District Commanders Conference held at Coast Guard Headquarters in October, ADMIRAL W. J. SMITH presented the ADMIRAL RUSSELL R. WAESCHE AWARD to the Commander, Eighth Coast Guard District. The award is presented annually at the Conference to the district achieving the most outstanding accomplishments in the Reserve program during the past fiscal year.

The Coast Guard Affairs Committee of the Reserve Officers Association has presented a bronze plaque bearing a likeness to our war-time Commandant, ADMIRAL Russell R. WAESCHE. This plaque is mounted in the foyer of Coast Guard Headquarters, and each year the name of the winning district is affixed to it.

The competition for the award was extremely keen this past year. Several districts rated very high; however, in the final standings, the Eighth District edged out the Ninth for first place. RADM James D. CRAIK, Commander, Eighth Coast Guard District, accepted the award from the Commandant, while RADM Charles TIGHE, Commander, Ninth Coast Guard District was awarded a certificate for second place.

Commander James W. LOWELL served as Chairman of the Coast Guard Affairs Committee of the Reserve Officers Association for the period covered by the Award.

Past winners of the award have been: 1961, Seventh Coast Guard District; 1962, Second Coast Guard District; 1963, Ninth Coast Guard District; and 1964/1965, Eleventh Coast Guard District.

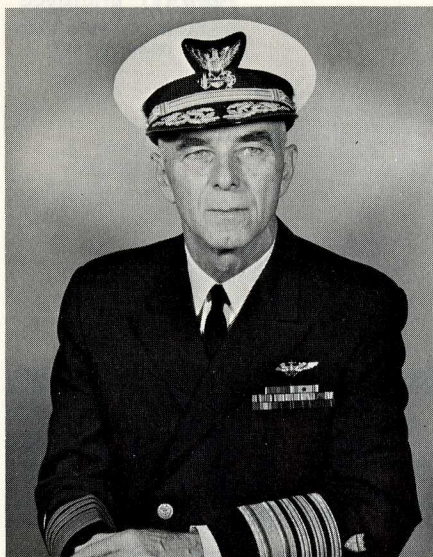


ADMIRAL Willard J. SMITH (right), Commandant of the U. S. Coast Guard, presented the ADMIRAL RUSSELL R. WAESCHE Award at the annual Commandant's Area and District Commander's Conference, held at Coast Guard Headquarters during the week of October 10. Looking from left are Commander James W. LOWELL, USCGR, 1966 Chairman of the ROA Coast Guard Affairs Committee sponsoring the award, REAR ADMIRAL Mark A. WHALEN, USCG, Chief of Staff (seated), and VICE ADMIRAL Paul E. TRIMBLE, USCG, Assistant Commandant.

SOCIAL SECURITY WAGE CREDITS

Coast Guard Reservists are advised to check their Social Security Wage Records at least once each three years, since there is a limit to the period within which certain corrections can be made in these records. An official social security record of your wages may be obtained by writing to the Social Security Administration, Baltimore, Maryland, 21203, requesting a state-

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Christmas Greetings from the Commandant

The magic of Christmas lies in its ancient message of peace and good will towards all men. Yet for some of you on duty in Viet Nam or in other distant parts of the world, this Christmas will be a lonely one, spent far from home and loved ones. To you I give the assurance that our thoughts and prayers are with you. I hope that the next Christmas finds you in happier circumstances. And to all members of the Coast Guard, both military and civilian, I extend a "Well Done" for another year filled with achievement. May you have a merry Christmas and a successful New Year.

W. J. SMITH

CUTTER'S MEN RESCUE FIVE

Coast Guard Reservists and other crew members of the Reserve Training Vessel, CGC COURIER, rescued five persons recently off the Fort Macon (N.C.) State Park swimming area.

Three of the rescued swimmers were apparently unfamiliar with the local tidal currents and were accidentally caught by the outgoing tide early in the afternoon. They were clinging to an inflated truck innertube, according to reports from the scene.

Park officials sent two lifeguards from nearby Morehead City to rescue the trio, but these lifeguards were unable to tow the innertube and its passengers back to the beach against the outgoing tide. They elected to stay

with the floundering group until additional help arrived.

This help was in the form of a 30-foot training patrol boat, carried aboard the CGC COURIER. The small boat was dispatched from the cutter when it was discovered that all available craft from nearby Coast Guard Base at Fort Macon were out on other assistance missions.

The COURIER's 30-footer, manned by a crew of the ship's Regular and Reserve force picked up all five of the distressed swimmers and returned them to the dock at Fort Macon.

LEGAL BRIEFS

Of interest to all Reservists, but particularly those who have earned at least twenty satisfactory years of Federal service, are two laws recently enacted by Congress.

Public Law 89-614, known as the Military Medicare Bill, is effective 1 January 1967. As of that date the requirement of eight years of active duty for eligibility to receive medical and dental care at uniformed services facilities will be eliminated. Reservists receiving retired pay will be entitled to such care provided there is space available and the necessary treatment is within the capabilities of the staff. All Reservists presently retired with pay who did not complete eight years of active duty and who are not eligible for civilian medicare under Social Security will be advised in the next few weeks of the procedures for obtaining new I.D. cards which will certify entitlement to such benefits.

Public Law 89-652, passed on 14 October 1966, requires that each Reservist be notified in writing within one year of the fact that he has earned twenty satisfactory years of Federal Service for retirement purposes. Once such certification is made, and provided an error in computation was not made as a result of fraud or misrepresentation of the Reservist, it is binding on the Government. Records of all personnel within this category are presently being screened at Headquarters and letters of verification, as required by the law, will be forthcoming.

SOCIAL SECURITY FROM PAGE 1

ment of your account. Your local social security office will provide a pre-addressed post card for use in requesting this information. Naturally, this statement will reflect your civilian wages, if any, as well as deductions from your drill pay.



THE ADMIRAL'S CORNER

In addition to concern over the Coast Guard's pending transfer to the new Department of Transportation, there seem to be many questions on two other important topics—Reserve Officer promotion and Involuntary Recall to Active Duty.

Improved opportunity for promotion of Reserve Officers depends on remedial legislation which is now being completed at Headquarters. The proposed legislation will be submitted to the Treasury Department and the Bureau of the Budget for clearance this fall for introduction into the new Congress which will convene in January 1967. The following key features are proposed:

- a. Change from "fully qualified" to "best qualified" basis for selection.
- b. Significant increase in authorized number of Reserve Officers in active status.
- c. Some permanent and temporary provisions to relieve "hump situation" in the grades of Captain and Commander.

As for Involuntary Recall, there have been two proposals: (1) seek legislative authority for Coast Guard Reservists during domestic emergencies (fire, riot, hurricane, etc.); (2) Presidential call-up for a limited number of Reservists for up to 24 months during the Vietnam situation (an amendment to the fiscal 1967 DOD Appropriation Bill). The Commandant has disapproved the first proposal. As for the second, the present attitude at Coast Guard Headquarters is that there will be no involuntary call-up of Coast Guard Reservists unless the international situation gets much worse.

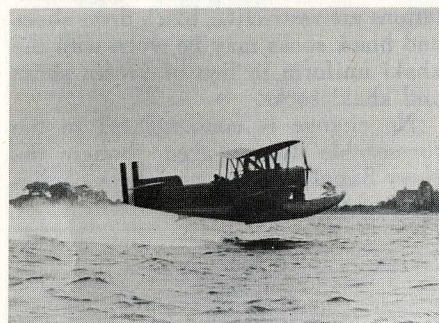
SEE RADM WAESCHE ON PAGE 3

FIVE DECADES OF AIRBORNE SERVICE

This year, Coast Guard Aviation is celebrating its 50th Anniversary. On 29 August 1916, the Treasury Department was authorized to establish ten Coast Guard air stations along the coasts of the United States and on the Great Lakes. In the subsequent five decades, Coast Guard Aviators have saved more than 8,000 lives at sea.

Today, with approximately 50 Aviators, many of whom are Reservists on active duty, the Coast Guard maintains air stations at numerous sites on both the Atlantic and Pacific coasts, the Great Lakes, Hawaii, Puerto Rico and at Naples, Italy.

In general, Coast Guard Aviators receive the same training as their Navy and Marine Corps counterparts. Re-



An OL-5 (Loening) amphibian pictured in a water take-off in 1927. This model was the first aircraft purchased for Coast Guard use after Congress made the first appropriation for Coast Guard aviation in 1926. Prior to this, the Coast Guard had to borrow aircraft from the Navy.

RADM WAESCHE FROM PAGE 2

The Commandant has approved the voluntary call-up, by district commanders, of Reservists for limited periods in emergencies such as fires, floods, and hurricanes. The costs of such call-ups (pay and allowances) would be borne by the regular Service, not the Reserve appropriations.

Christmas Message to CG Reservists

To our own "MINUTE MEN" of America—the Coast Guard Reservists—officers, enlisted men, and SPARs—my staff and I send our warmest wishes for a Merry Christmas and a Happy New Year, and our sincere hopes for your good health and success in the coming years.

R. R. WAESCHE
Rear Admiral, USCG

cently, for example, the Coast Guard inaugurated an aviation cadet program whereby enlisted men are trained by the Navy and commissioned in the Coast Guard upon completion of flight training. The Navy has been training Coast Guard Aviators since April 1916 when the first Coast Guard officer reported to Pensacola.

When World War I broke out, Coast Guard Aviation consisted of 18 pilots, an engineering officer and an office sign that read "Inspector of Aviation." Throughout World War I, Coast Guard Aviators and surface forces served with the Navy. When that war was over, the entire Coast Guard returned to the peacetime jurisdiction of the Treasury Department and its aviation units almost slipped into oblivion. Yet, in 1920, with six flying boats on loan from the Navy, the Coast Guard activated the air station at Morehead City, North Carolina. After some 15 months of operation, it was closed and the planes were returned to the Navy. There was no substantial Coast Guard Aviation activity again until early 1925 when the Service acquired a Navy aircraft to assist in intercepting "rum-runners" off the New England Coast. After this aircraft began daily patrols, the illegal transportation of liquor in that area declined sharply.

Up to World War II, the Coast Guard continued to be active in anti-smuggling activities. As Congress appropriated more funds, Coast Guard Aviation was expanded. By 1940, the Service was operating more than 50 aircraft.

On 1 November 1941, President Franklin D. Roosevelt issued an order

The Grumman J2F Amphibian was used by the Coast Guard during World War II for patrol duties. This type of plane was landed by Lieutenant John Pritchard on a Greenland glacier to rescue downed Army fliers.



A sikorsky turbine-powered helicopter rescues survivor of Hurricane Betsy in September 1965. The 50-odd HH-52's are the work horses of the Coast Guard Air Fleet.

placing the Coast Guard under the operational control of the Navy. Routine duties in this country were subordinated to national defense. In that order, the Coast Guard was directed to organize an air patrol squadron to provide coverage for convoys, carry out antisubmarine patrols, deliver mail, undertake rescue missions and survey ice conditions.

From Pearl Harbor until the end of the war, Coast Guard aircraft delivered 61 bombing attacks on enemy submarines. During that period, the Air Arm also located some 1,000 survivors.

Credit must also be given to Coast Guard Aviation for its pioneering development of the helicopter which today is so versatile in its many military and civil applications. The Coast Guard was the first to seize upon the possibilities of using the helicopter to save lives, deliver supplies, make observations and provide liaison. In November 1943, the Coast Guard Air Station at Floyd Bennett Field was designated as a helicopter training base.

When World War II ended, the Coast Guard was again returned to the Treasury Department and the wartime Air-Sea Rescue Agency disbanded. However, the need for an effective air-sea rescue organization remained. The Coast Guard was later assigned this responsibility for overwater SAR operations.

SEE AVIATION ON PAGE 4

CALLING ALL SPARs-HAPPY BIRTHDAY

On 23 November 1966, the SPARs celebrated their twenty-fourth birthday. Since our twenty-third, we have had another pilot class of enlisted SPARs to complete six months training and six months active duty and are now members of Reserve Units throughout the United States. A few, where personnel allowances permitted, have remained on active duty. The overall comments about our newest members indicate that the high standards established by the old crops have not diminished. This should make every girl, who was fortunate enough to have been a SPAR, very proud.

So—NOW HEAR THIS!! Plans are being made for our twenty-fifth anniversary! The celebration will be held at the Hotel Biltmore, Palm Beach, Florida. You haven't forgotten your old "Boot Camp" have you? The time is Thanksgiving weekend, 23-26 November 1967. Current addresses of all ex-SPARs may be sent to Commandant (RA-1) to be added to the mailing list.

Calling All SPARs—
HAPPY BIRTHDAY!



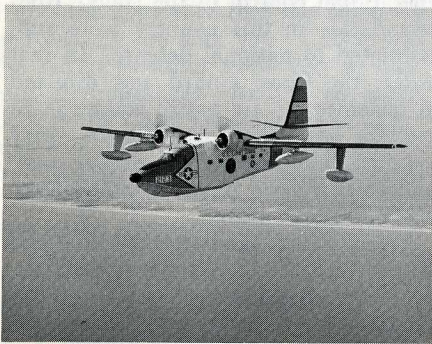
SPARs CELEBRATE 24TH ANNIVERSARY. ADMIRAL Willard J. SMITH, cuts the cake at Coast Guard Headquarters on 23 November 1966 in recognition of the 24th Anniversary of the Coast Guard Women's Reserve. Representing the SPARs at the ceremony are (left to right): CWO Elizabeth F. SPLAINE; Commander Laura F. LAWRENCE; Commander Valeria L. BERG; SKC Alice JEFFERSON; and Commander Eleanor C. L'ECUYER. The SPARs who reached their peak of 11,000 during World War II today have less than 50 people on active duty.

Brown Shoes Khaki Socks

In recent months, there has been some confusion about the proper wearing of brown shoes and khaki socks by officers and chief petty officers in the Coast Guard Reserve. These are required articles of uniform for wear with khaki uniforms as indicated in Article 0110 (for officers) and Article 0610 (for chief petty officers) of U. S. Navy Uniform Regulations, as amended for Coast Guard use.

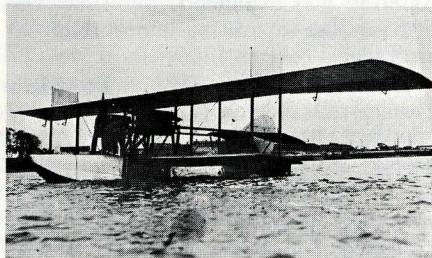
Article 0126.12 does, however, authorize modification of the uniform as follows: while traveling on temporary additional duty which requires that both blue and khaki uniforms must be carried and if baggage and weight limitations are restrictive, black dress shoes and black socks may be worn with the khaki uniform in lieu of brown shoes and khaki socks.

No change is contemplated in the foreseeable future even though the Navy Supply System no longer carries the items in stock.

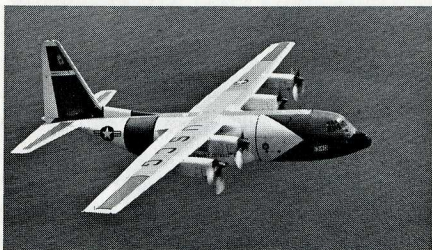


One of the Coast Guard's most widely used aircraft is the Grumman Albatross. The 70-odd HU-16E's now in service are essential to the Coast Guard's patrol and reconnaissance work.

Coast Guard Aviators are the officers and men of the Coast Guard Reserve Aviation Support Units. They are very much a part of this Coast Guard Aviation history. Within the presently available funds and personnel, the inactive Reserve Aviation Personnel are ready to share the load in the execution of the Coast Guard Air mission and the defense of this country.



This Curtiss Flying Boat H-10 was one of the earliest aircraft used by the Coast Guard for search and rescue.



U.S. Coast Guard HC-130-B of Air Station, Barbers Point.



The new 210-foot Reliance class cutter with an HH-52A Amphibious helicopter coming in for a landing.

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ations and the Air Force assumed overland SAR.

Although the primary duty of Coast Guard Aviation today is the protection of life and property at sea, it performs a number of collateral duties. Coastguardsmen assigned to aviation units cooperate with the Treasury's alcohol tax unit in spotting illicit stills, assist in the enforcement of customs laws and take part in the control and inspection of shipping. They also assist the Immigration Service in preventing illegal entry of aliens into this country.

Standing behind these active duty

The Coast Guard RESERVIST

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All photographs are official Coast Guard material unless otherwise designated.